THE BOYCOTT NOT YET DEAD

Board of Rulings Will Try to Keep Up the War on the Chicago & Alton Road.

Western Railway Men Do Not Believe It Can Be Done, Since Nearly All Lines Have Resumed Paying Commissions.

Considerable surprise is felt in Western passenger circles at the action of the passenger committee in New York. While it was expected that new plans for stopping the payment of commissions in Eastern territory would be discussed, there was a prevailing impression that the boycott against the Chicago & Alton would be formally abandoned. It seems, however, that the old agreement was allowed to stand without change. Instead of relieving the board of rulings of its duties respecting the interchange of passenger business the meeting authorized that body to employ such service as it deemed descrable to enforce the agreement of last January. A part of that compact pledges the signers to have no relations with the Chicago & Alton so far as passenger traffic is con-cerned, and if the board acts upon the instructions of the committee it will make another mighty effort to enforce the boycott. Western railroad men, as a rule, do not believe that this can be done. Several important roads have withdrawn from the attempt which is practically a dead letter to-day, and nearly all the Western roads are again paying commissions in Eastern territory. A general manager said, yester-day, that another attempt to establish a boycott against the Chicago & Alton would be even less successful than that of last year, because the lines that lost business by it are not anxious to repeat the experi-ence. Much interest is felt in the meeting of presidents to be held next week, as it will probably be settled then whether the trunk lines that have vacated the agree-ment can be induced to renew the fight on

Heavier Locomotives.

Usually the shops of the Pennsylvania specifications for locomotives which are to be built for the lines east or west of Pittsburg. Occasionally designs of an engine are prepared at some one of the Western shops, and such is just now the case. At the shops of the Pennsylvania Company in Fort Wayne a type of engine to be known as class "X" has been designed, one for passenger, the other for freight service, and in both cases they are ten-wheel engines and heavier than any now in use on the Pennsylvania lines west of Pittsburg. They have 19x24-inch cylinders and boiler sixty-two inches in diameter. The passenger engines have sixty-eight-inch and the freight engines sixty-two-inch driving wheels. They will be equipped with airbrakes and all modern improvements of

Is a Freight Association a Trust? Action has been brought under the direction of the Attorney-general, by District Attorney Joseph A. Ady, of Kansas, in the federal court at Topeka against the Transmissouri Freight Association and the tifteen railroads composing that combine. The action is brought under the act of July 2 action is brought under the act of July 2, 1890, "To protect trade and commerce against unlawful restraints and monopolies," commonly known as the anti-trust law. The prayer of the petition is that the Transmissouri Freight Association be dissolved and the defendants be perpetually restrained, enjoined and prohibited from further combining, conspiring or acting together to maintain rates on their lines of roads in restraint of trade and commerce or to monopolize the trade and commerce between the States and Territories.

Freight Rates Reduced. Nearly a year ago the Chicago & Alton road gave notice that it would accept proportionate rates on import freight arriving at Baltimore and Newport News, from East St. Louis to Kansas City, the object being to meet competition by way of New Orleans. The notice was not put into effect at that time, as there was a prospect of a satisfactory adjustment of the matter. Several conferences were held to that end, but the Eastern roads decided that they could not make different rates on imported and domestic articles. The Alton has now notified Chairman Midgeley, of the Western Freight Association, that it will immediately put into effect the proportionate rates. The reductions will apply only on import freight in car-load shipments.

Must Furnish Weekly Statements. As a matter of courtesy it has long been customary for Central Traffic Association lines to furnish each other with weekly statements of flour, grain and provisions shipped to trunk-line territory, but of late the Erie, Big Four and Wabash have not been keeping up the record. As a consequence complaint was made to the chairman of the Chicago committee. At Wednesday's meeting the matter was given an airstructed to secure the co-operation of Chairman Blanchard and bring the three roads into line. They receive statements from their competitors right along, and must respond or show some very good rea-

Drawing from the Pennsylvania. Within the last eighteen months the Big Four has drawn quite heavily, to make up its official roster, on men who begun their career on the Pennsylvania lines. Among the number are Joseph Ramsey, jr., general manager; G. W. Kittredge, chief engineer; three engineers of maintenance of way, namely: Waite, of the St. Louis didivision: Duane, of the Cleveland division, and Mr. Connelly, of the P. & E. division; G. J. Worthington, mechanical engineer, and E. B. Lord, superintendent of motive power, who comes from the Fort Wayne shops. All are young men, active and well posted in matters pertaining to their respective departments.

sons for not doing so.

Personal, Local and General Notes. Frank Janes, division freight agent o. the Pennsylvania lines, is seriously ill at his home in Toledo.

At the several shops of the Pennsylvania lines thirty-eight engines are now in pro-

Despite the boycott the Chicago & Alton elosed the year 1891 with an increase in passenger earnings over 1890 of \$127,260. Twenty-three miles of new steel rail will be laid this season on the Lake Erie & Western, between Peru and Michigan City. President Hughart, of the Grand Rapids & Indiana road, accompanied by his wife, has gone to Florida for a three months'

C. F. Martin, contracting agent of the Louisville, St. Louis & Texas road, with headquarters at Louisville, Ky., has re-

The Old Colony road has in its possession the first passenger coach and baggage car run on the road, which it will exhibit at the world's fair as a curesity.

Edward Bailey, agent of the Lake Erie & Western and the Michigan Central at Michigan City, has resigned. His successor had not yet been appointed.

The Erie people expect to get their new block system in operation by the middle of February, between Jersey City and Sala-manca, Hornellsville and Buffalo.

J.D. Layng, president of the West Shore road, has contracted for twenty-five new engines, being the first ordered since the road was sold to the New York Central. Joseph Wood, general manager of the Pennsylvania lines west of Pittsburg, and John F. Miller, general superintendent of the Southwestern system, will be in the

city to day. General Passenger Agent Roberts, of the Erie line, announces that he does not in-tend making any change in the personnel

of the Erie passenger department, all being first-class men.

larly constructed Pullman sleeping-car.
The Wagner Car Company has not yet introduced them on their lines to any great

S. Ross, of Columbus, O., freight claim agent of the Pennsylvania Company, was in the city yesterday on official business. On Dec. 31 he closed his thirty-third year of service in this position. On most of the roads division superintendents yesterday instructed roadmasters

to put on night track-walkers to detect broken rails, should there chance to be any during the cold weather. The Locomotive Firemen's Magazine begins the new year with a handsome dress, being set in new type from cover to cover, and the reading matter it contains is of more than ordinary interest.

The Haskell & Barker Car Company, of Michigan City, on Wednesday turned over to the Louisville, New Albany & Chicago twenty-five new box cars, the first on a contract to build five hundred cars. The Chicago & Alton has adopted the plan of the Pennsylvania lines requiring

passenger conductors to turn over at terminal points all tickets and cash fares received on a trip to a ticket receiver. The three roads which carry the business between Cincinnati and Columbus are arranging to carry three thousand people from Cincinnati on the occasion of the in-

augura tion of the Governor next week. The Railroader is the name of a neat little monthly published in the interests of the Pennsylvania Company's Employes' Railroad Christian Association. It is edited by J. W. Vickerman, who is much interested in this work.

The passenger department of the Cincinnati, Wabash & Michigan road announces by circular that mileage books issued by the C., W. & M. road will be honored on any division of the Big Four system. This looks like a case where the tail wags the

The annual report of General Baggage Agent Jenkins, at the Union Station, Pittsburg, shows that in 1891 there were handled at that station 815,034 pieces of bag-gage, a number only exceeded at one union station in this country—Broad-street sta-tion, Philadelphia.

Huntington, Ind., is becoming an important railroad point, a large number of railroad men making it their home. A lodge of the Brotherhood of Trainmen has just been organized there, and is sending out invitations to their first grand ball on Friday evening, Feb. 19.

E. F. Knibloe, superintendent of the Troga division of the Erre lines, has resigned to become general superintendent of the Buffalo-Creek road. He is succeeded on the Erie by H. E. Gilpin, promoted from roadmaster. Mr. Gilpin formerly held a position on the Chicago & Atlantic.

W. H. McCombie, in charge of the foundries of the Illinois Central shops, has invented a spark-consuming contrivance which expert mechanics think will be a success. The smoke and sparks are forced through a long passageway of hot fire brick before they enter the stack of the loco-

John McClurg, master mechanic of the Peoria & Eastern road, was in the city yes-terday for a conference with the new superintendent of motive power of the Big Four lines. He states that at the shops in Urbana the company is working 260 men full time, largely on repair work, having no time for building new work.

The telegraph operators and train-dis-patchers on the Atchison, Topeka & Santa Fe railroad have asked for an increase in wages. They have presented a schedule, which is now in the hands of President Manvel. The men are all members of the Order of Railroad Telegraphers, and are thoroughly organized. They claim to have the backing of the trainmen

The strike in the Clay county coal mines was quite a blow at the earnings of the T.

H. & L. division of the Vandalia, as forty
to fifty car-loads of coal a day were shipped
north on this line. This class of traffic is
now moving briskly again, and the losses
of November and December will, in some measure, be overcome, yet it will not show in the earnings of this division in 1891.

The C., C., C. & St. L. on yesterday made public its net earnings for November, which were \$359,655, an increase over November, 1890, of \$9,675. For the five months of the fiscal year beginning with July 1 the net earnings were \$1,868,431; increase over the corresponding period of 1890, \$103,666. The surplus, after paying operating expenses and fixed charges, was \$798,398, an in-crease over 1890 of \$109,075.

Chairman Blanchard has issued his call for the next regular freight meeting of the Central Traffic Association, to be held at Chicago next Tuesday. Among the important matters to be considered are: Through rates on lumber from Pacific-coast points; request of the Grand Rapids Board of Trade for equalization of rates from Grand Rapids to Missouri-river points and the practice of stopping grain in transit.

A fast run was made over the east end of the Peoria & Eastern road by train No. 7 on Wednesday night. The train, which consisted of nine cars, was hauled by one of the ten-wheel passenger engines, and left Springfield, O., one hour and fifty-eight minutes late and run into the Union Station at Indianapolis but fifty-three minutes late. The train was hauled from New Castle to the Belt road, forty-two miles, in forty minutes. From New Castle to Indianapolis the track is on an air line and in excellent condition for any speed an

George H. Prescott, superintendent of the rolling stock of the Vandalia line, was in the city yesterday. The first of this month he commenced his eleventh year in this position. He states that during the ten years he has held his present position of their country, we decide that the oath the number of men employed in the shops of the company has not varied five. From November to March 1 the shops are run only nine hours, the other months of the year ten hours. When the repairs do not keep the force at the different shops busy he builds new work and manages to build a couple of switching engines, three or four passenger coaches and about fifty new frieght cars a year in addition to the repair

General Manager Clarke, of the Union Pacific, and General Manager Robinson, of the St. Joseph & Grand Island road, are in Omaha arranging the details of the management of the latter road, which is in the future to be operated independent of the Union Pacific. St. Joseph will be the head-quarters of the road. It is understood that S. M. Adsit, now general agent of the Union Pacific at St. Joseph, will be general passenger and freight agent. J. G. Drew, chief clerk to Superintendent Rush, of the Grand Island, is slated for the auditorship. He is in Omaha with Mr. Robinson. Richard Berry, now at St. Louis, is mentioned for Mr. Robinson's chief clerk.

Fiat Money.

To the Editor of the Indianapolis Journal: Your definition of "fiat" money-that it would be pieces of paper upon which would be printed the words "this is five dollars"carries out your proposition that such money would be worthless-provided there were no other words printed upon such paper. But if by the same act which created this paper, Congress should also order to be printed on the same paper, "this shall be full legal tender at its face value for all dues, public and private"would it not perform the functions of money wherever the laws of the United States extend? And if so would this legal-tender clause take the paper out of the class of fiat money?

The status of our present silver dollar fully illustrates this "fiat" money matter. I believe the Republican and Democratic press are now in line on the proposition that the silver dollar is only an "80-cent dollar." Twenty cents of this dollar then, is "fiat." But the fiat part of the silver dollar pays its one-fifth, as well as the "intrinsic value" silver pays its four of the Not dollar pays its one-fifth, as well as the "intrinsic value" silver pays its four-fifths. Not
only so, but the Republican Secretary of the
Treasury says so, in effect, in his last report
in reference to the light-weight silver
dimes and quarters that have been sent
back to the treasury on account of light
weight from wear and tear. He says: "So
long as the imprint of the Treasury can be
made out upon the piece of silver so long it
must be taken at its face value. It is only
by willful mutilation—by punching holes
in it—that it becomes of less value than
the stamp indicates."

There can be no comparison of the con-

There can be no comparison of the confederate note with the greenback. The greenback was legal tender—it you refused
it, the debt for which it was tendered was
canceled by the law. The confederate
blackback or blueback was not a legal The Wabash on Sunday last put on be- | tender. In the early years of the struggle tween St. Louis & Kansas City compartment cars, said to be the finest ever turned out of the Pullman shops. The use of compartment cars is increasing, and in some partment cars is increasing, and in some because the law gave them the option of demanding pay in something else. If it bids. J. O. HENDERSON, Auditer of State.

had been legal tender does any one doubt that it would have paid debts dollar for dollar wherever the laws of the Confed-eracy could be enforced?

I shall treat your proposition to supply "government collaterals" seriously, because the Republican and Democratic parties are on record in supplying government collaterals very liberally to privileged classes. Witness the world's fair, the national banks Witness the world's fair, the national banks and the proposed supply to the Nicaragua canal; also, the Union Pacific railway.

But the people of Indiana do not need collaterals. They have, in round numbers, twenty millions of acres of land, the average value of which, according to the decision of the Board of Tax Commissioners, is \$20 per acre. Here, then, are four hundred millions of unexceptionable collaterals. Half the value of this splendid security would give us two hundred millions. on the deposit of its own collaterals (United States bonds) the government "issues" to the national banks 90 per cent. of the par value of such collaterals for twenty years at 1 per cent. Is there any good reason why the government should not also accept a first mortgage on my little farm in Vigo county, Indiana, and "issue" to me legal-tender treasury notes for twenty years, and "tax" me therefor "one-half of 1 per cent. on the first day of January, and one-half of 1 per cent. on the first day of June," for each and every year that I shall see fit to use this loan or "issue!"

In explanation of my bill for the relief of the people of Indiana I wish to correct the misapprehension of the Journal. I propose to lend to the people of Indiana legal-tender treasury notes for twenty years at 1 per cent. on first mortgage on real estate—lots as well as farms—as the school fund has been lent in this State. And I propose the same methed of valuation, and certifying statutes in lending the school fund—with some important changes as to foreclusure and sale. The Madison county Alliance has recommended this measure to Congress.

Will the Journal do me the great favor to inform me at what figure the seventytwo millions of gold was sold that went from New York to London in the first five months of 1891? Also, what particular worthless securities were on the New York market on Sept. 12, or 19, 1890—for a slight variation of dates is not material? I have looked over the markets for that period, and find no American securities varying greatly in daily quotations—the daily variation being no more than at present, fractional parts of a cent—so far as I can see by the "papers." our universal monitors in such matters. Even the Jour-

in New York.
Now, 18n't the following statement true? English holders of American securities, needing gold to help the Barings, sent over their securities, demanding gold to the amount of seventy millions. If the gold had been refused, these securities would have been thrown on the market, with the effect of wrecking that sublime institution and bringing another Black Friday of 1873. Mr. Windom went to the relief of Jay Gould et al. with twenty millions of gold in a lump. More gold followed from the United States treasury, unearned interest on bonds being paid a year in advance for that purpose. And isn't this fact the true explanation of the 185 price of "call money" in New York about the dates

nal, I believe, reports "money on call" 185

As to the importance of this discussion I feel certain that nothing else is half so important to the Republican and Democratic parties in the whole country, and especially in Indiana, to-day. If a full and free discussion of this money problem will leave the Republican party on strong grounds, then the Journal could render no greater service to its party than to enter into it fully and freely. Witness Kansas, Nebras-ka, South Dakota and Iowa.

H. W. TAYLOR. ANDERSON, 1nd., Jan. 2. Indians and the Presidency,

To the Editor of the Indianapolis Journals An article in to-day's Journal on this topic ought to have a wide reading. Gen. Harrison's nomination in 1888, on the assurance by Indiana Republicans that it was the right thing to do, was an unqualified success. The work of the Harrison home club was a great and much-needed and eminently successful work. His administration has been even more of a success than his most sanguine friends predicted or dreamed. His renomination will be simply a matter of course. He will be re-elected by a larger electoral vote than any man since Grant, and he will carry Indiana by the largest popular vote ever given a presidential candidate. What is the matter with Ben Harrison? "He's all right."

A REPUBLICAN FROM AWAY BACK.

Indianapolis, Jan. 7. Might Swear with His Left.

San Francisco Call. A brave French officer, now on the retired list, who lost his right arm in the Franco-Prussian war, appeared as a witness before court in a city in the south of France a few weeks ago. When called upon to swear that he would tell the truth in the customary manner, the officer naturally raised his left hand. The counsel for the defendant objected to the witness at once, on the ground that "an oath taken with the left hand was worthless." The learned judges were unable to decide the question, and withdrew to an ante-room for consultation. In a few minutes the solons reappeared, and the president read the following decision from a literary and the following decision, from a literary and patriotic point of view worthy of a Monsieur Prudhomme: "In consideration of the fact that when the glorious remnants of our army appear in our courts to just made with the left hand of the witness

Wandering Stars.

Washington Post. Mrs. Potter and Kyrle Bellew go down into Africa to show Egypt how Cleopatra looked, and to give some earnest asp a chance to make a living, while Patti and Nicolini have come to us to illustrate the negotiable value of a memory. When we get through with Patti and Nicolini we'll know exactly how the Africans feel about Potter and Bellew, and it will be perfectly safe for the band to play "Comrades."

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OFFICE OF AUDITOR OF STATE,
INDIANAPOLIS, Jan. 4, 1892.

Bids will be received at the office of the Auditor of
State, for the removal of the Limestone Ledge in the Kankakee river, near Memence, Ill., until 12 o'cleck noon. Feb. 2, 1692, in accordance with the plans and specifications adopted and approved by the board of said work. Said plans and specifications are in the possession of the Auditor of State of Indiana, and are subject to examination at his office in the Statehouse at Indianspolis, by any party or parties desir-ing to bid on said work. The contract will be let in

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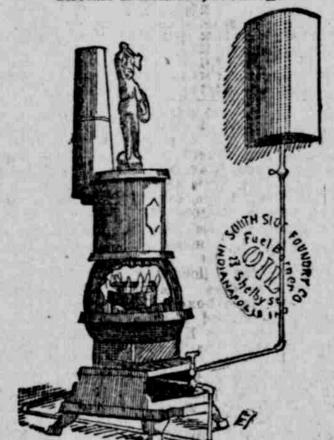
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